

American Recovery and Reinvestment Act of 2009

Wisconsin Diesel Truck Idling Reduction Grant



The Wisconsin Department of Commerce (Commerce) administers a grant program to reduce diesel truck idling. Funding for the program was made available by the U.S. Environmental Protection Agency through the American Recovery and Reinvestment Act of 2009 (ARRA). The program is designed to assist common, contract and private motor carriers in the purchase and installation of idling reduction technologies. Motor carriers are eligible for **up to 50%** reimbursement for the purchase and installation of idling reduction equipment. The program's primary goals are to help Wisconsin motor carriers reduce air pollution emissions and fuel consumption, as well as creating jobs.

Eligible Applicant: An eligible applicant (must meet all):

1. Is a common, contract or private motor carrier that transports freight.
2. Is headquartered in the state of Wisconsin.
3. Pays at least 50% of the eligible costs for each idling reduction unit covered by this grant (cannot use other grant funds as match).
4. Agrees to collect and report information relating to the operation and performance of each idling reduction unit covered under this grant.
5. Own and operate the truck(s) in which an idle reduction unit will be installed with Commerce funding or in the case of leased trucks, have truck owner's approval to install idle reduction technologies on their equipment.
6. As required by the American Recovery and Reinvestment Act, the applicant has or will obtain a Dun and Bradstreet Universal Numbering System (DUNS) number (www.dnb.com or (888) 814-1435) and be current in the Central Contractor Registration (www.ccr.gov) before funds can be awarded.

(note: there is no costs to obtain a DUNS number and register with CCR. Applicants can choose to obtain a DUNS number or register with CCR at the time an application is submitted or once the applicant receives a preliminary award letter.)

Eligible Costs:

- Idling reduction unit (base price).
- Standard installation of the idling reduction unit.

Ineligible Costs:

- The cost of shipping an idling reduction unit from the manufacturer to the facility where the unit will be installed.
- The cost of operating an idling reduction unit.
- The cost of maintaining an idling reduction unit.
- Self installation of idling reduction equipment unless approved by Commerce.
- Accessories that are in addition to the basic idle reduction unit (e.g., chrome exhaust, etc.)

Funding Available

Commerce anticipates awarding two million dollars in grants during the 2009-2010 funding cycle.

Reporting Requirement

Grant awardees are required to submit pre-installation (baseline) and twelve-month reports. The reports must be taken from an on-board electronic record (e.g., ECM download).

(note: Quarterly reports will be required, but the information requested will not be extensive.)

Are all truck tractors eligible under this grant program?

NO. Only heavy duty truck tractors with 1999 or newer diesel truck engines. Rebuilt engines are eligible, but the original engine model year must be 1999 or newer.

The following table identifies how many truck tractors could be funded:

Applicant's number of Eligible (1999 or newer engine) Truck Tractors	Total Number of Eligible Units Funded
1	1
2 to 10	2
11 to 50	2, or 10% of the applicant's number of eligible truck tractors, whichever is greater
51 to 250	6, or 7% of the applicant's number of eligible truck tractors, whichever is greater
251 to 500	18, or 6% of the applicant's number of eligible truck tractors, whichever is greater
501 to 2,500	30, or 5% of the applicant's number of eligible truck tractors, whichever is greater
Over 2,500	125 or 3% of the applicant's number of eligible truck tractors, whichever is greater
Note: No one applicant can receive more than 20% of the available funds	

Eligible Idle Reduction Technologies

Must be U.S. Environmental Protection Agency (EPA) (<http://www.epa.gov/otaq/retrofit/verif-list.htm>) or California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>) verified idle reduction technologies. Examples of idling reduction technologies include, but are not limited to:

- Auxiliary Power Units (APU)
- Battery Powered Air Conditioning Systems (BP)
- Direct Fired Heaters/Bunk Heater Units (DFH)
- Energy Recovery Systems/Thermal Storage Systems (ERS)

If I'm applying for more than one idle reduction unit, do I have to purchase different types of idle reduction units?

NO. American Recovery and Reinvestment Act funds do not require the applicant to purchase more than one type of idle reduction technology. Applicants can choose any idle reduction technology they want as long as the equipment is verified by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB).

Is this program different than the Wisconsin Diesel Truck Idling Reduction Grant Program?

Funding for this program was made available by the U.S. EPA through the American Recovery and Reinvestment Act of 2009. The program mirrors the state grant program, with the following exceptions:

1. Leased truck tractors are eligible with owners permission.
2. The requirement of having to purchase multiple idle reduction technologies is not applicable under this grant program.

If I've received Wisconsin Diesel Truck Idling Reduction grant funds in the past, Am I still eligible for ARRA Diesel Truck Idling Reduction funding in 2009?

YES. Cumulative maximum provisions (i.e., lifetime caps) are not applicable to this grant program.

Does the grant cover purchases made prior to September 18, 2009?

NO. Only purchases incurred on or after September 18, 2009 are eligible for grant coverage during the 2009-2010 funding cycle.

Is there a deadline to apply?

Yes. Applications are due by 4:00 P.M. Central Standard Time (CST) on **October 23, 2009.**

Additional Resources:

• **Midwest Clean Diesel Initiative (EPA):** The Midwest Clean Diesel Initiative is a collaboration of federal, state and local agencies, along with communities, non-profit organizations and private companies working together to reduce emissions from diesel engines in the Midwest. www.epa.gov/midwestcleandiesel/

• **EPA Smartway Program:** The SmartWay Transport Partnership is a voluntary collaboration between U.S. EPA and the freight industry designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution. SmartWay Transport Partners lead the way towards a cleaner, more efficient transportation future by adopting fuel-saving strategies that increase profits and reduce emissions. www.epa.gov/smartway/

The Application Process

The ARRA Diesel Truck Idling Reduction Grant Program follows these steps:

Step 1: Determine eligibility and allowable number of units the grant will fund (see table on page 1).

Step 2: Research idling reduction technology options.

Step 3: Get an itemized (base cost) price quote from vendor.

Step 4: Submit application and itemized price quote to Commerce for review. If leased truck tractor(s) are being used, fill out Fleet Permission Form (with owners signature).

Step 5: If the application is fundable, Commerce will send the applicant an award letter and a contract.

Step 6: Review, complete and sign contract within 30 days from the award date. Return to Commerce.

Step 7: Purchase and install EPA/CARB verified unit(s).

Step 8: Submit a request for disbursement form, a copy of the paid invoice and a pre-installation report (including a copy of the engine download print-out) within 120 days from the award date to Commerce.

Step 9: Receive 80% reimbursement for eligible award amount.

Step 10: After submitting all required reports (including engine download print-outs), applicant receives remaining 20% of eligible award amount.

Where do I submit my application?

Wisconsin Department of Commerce
Attn: ARRA Diesel Truck Idling Reduction Grant Program
201 W. Washington Ave, P.O. Box 7970
Madison, WI 53707-7970

Or by E-Mail to: ARRADIP@wisconsin.gov

Questions?

Please contact Jean Beckwith at 608-261-2517
or Jean.Beckwith@Wisconsin.gov

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P.M. CST on October 23, 2009**